

CHINA MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII, No. 4444. 號七十一月九年七十七百八千一英

HONGKONG, THURSDAY, SEPTEMBER 27, 1877.

日一月八年五丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—J. ALGAR, S., Clement's Lane, Lombard Street. GIBSON, STREET, 30, Cornhill. GORDON & GOTCH, Ludgate Circus. E. C. BATES, HENDY & CO., 4, Old Jewry. E. C. SAMUEL DRAGON & CO., 160 & 162, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAL & BLACK, San Francisco.

CHINA.—SWANSON, QUINLAW & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Manila, C. HENKEMAN & CO., Macao, L. A. DA GRACA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars. RESERVE FUND,.....660,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMUS, Esq. Deputy Chairman—F. D. SASSON, Esq. E. R. BELMILL, Esq. WILHELM REINERZ, W. H. FORBES, Esq. Hon. W. KEEWICKE, Esq. A. MCIVER, Esq.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq. MANAGER.

Shanghai,.....EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent per annum.
" 6 " 4 per cent " "
" 12 " 5 per cent " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL,.....2800,000.
RESERVE FUND,.....\$110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

G. FALCONER & CO.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.
46, Queen's Road Central,
Hongkong, August 20, 1877.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR
1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributions may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, August 1, 1877.

Intimations.

NOTICE.

A. MILLAR & CO.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
MONGKOK.

September 15, 1877.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR
1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRE,

Secretary.

Hongkong, August 1, 1877.

NOTICE.

M. R. A. HAHN begs leave to inform his numerous Patrons and the Public generally of Hongkong, that, by special request, he has now OPENED his ESTABLISHMENT in this Colony at WANSHAHL in the Premises lately occupied by the American Consul.

Mr. HAHN trusts to be favored with the continued Patronage of the public, as he has lately received a NEW STOCK of RAILPAIRING MATERIALS, all of the best qualities, from England, France and Germany. Inspection invited.

Hongkong, September 7, 1877.

NOTICE.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDERS and RIBNER, Zeitz.—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orders from any of the Outports in the East, will meet with prompt attention if addressed.

Care of Messrs LANE, CRAWFORD & CO., or, Messrs GAUFF & CO.

A. HAHN.

Hongkong, September 7, 1877.

NOTICE.

THE HONGKONG HOTEL, the premises in Queen's Road, lately occupied by the COMPTOIR D'ESCOMPT DE PARIS.

Office to be let on the Ground Floor.

Hongkong, September 24, 1877.

NOTICE.

D. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Room, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 P.M.

Hongkong, September 22, 1877.

NOTICE.

D. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

NOTICE.

THE HONGKONG HOTEL, the premises in Queen's Road, the premises in Queen's Road, lately occupied by the COMPTOIR D'ESCOMPT DE PARIS.

Office to be let on the Ground Floor.

Hongkong, September 24, 1877.

NOTICE.

W. have been appointed AGENTS for the GERMAN LLOYD, GERMAN AND INTERNATIONAL SOCIETY FOR THE CLASSIFICATION OF SHIPS.

MELCHERS & CO.

Hongkong, September 11, 1877.

NOTICE.

MR. F. W. HAGEDORN has CEASED to be a Partner in our Firm here and in China.

VOGEL, HAGEDORN & CO.

Hongkong, September 1, 1877.

NOTICE.

FROM This Date MR. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. V. ELLIOTT at Amoy.

RUSSELL & CO.

China, June 1, 1877.

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & CO.

Hongkong, June 23, 1877.

NOTICE.

THE DWELLING HOUSE in CAINE Road, at present in the occupation of H. H. POUEY, Esq. Possession from 1st November next.

Apply to JOHN JACK,

East Point.

Hongkong, September 7, 1877.

NOTICE.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the possession of Messrs DOUGLAS LAPRAIK & CO.

The Dwelling House No. 10, Gough Street.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, July 3, 1877.

NOTICE.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kipp.

BUNGE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, July 31, 1877.

NOTICE.

THE 3/3 L. L. German Ship "GALATHA,"

JAEGER, Master, will load here

for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, September 10, 1877.



MAIL.

Established February, 1845.

日一月八年五丁

PRICE, \$24 PER ANNUM.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh & HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will beat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pasty, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE,
EX STEAMSHIPS

For Sale.

LAMMERT, ATKINSON & CO.

YORKSHIRE, "MADAGASCAR,"
"CITY OF TOKIO," &c., &c.

1877.

NEW SEASONS' (MAY) BUTTER.

The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER. In Tins of 1 lb. each, 60 Cents per lb. In Tins of 2 lb. each, 55 Cents per lb. In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of CHASE & BLACKWELL'S OILMANS' STORES, and American Family MESS STORES, As per their Price List.

INTIMATIONS.

W. BALL,
CHINA DISPENSARY.IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUISITES, PATENT MED-
CINES AND PERFUMES.Prescriptions Dispensed with Carefulness,
and Prompt Attention.PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1876.Volume Sixth of the
"CHINA REVIEW."No. I.—VOL. VI.
—OF THE—

CHINA REVIEW

CONTAINS—

Chinese Studies and Official Interpretation
in the Colony of Hongkong.Constitutional Law of the Chinese Empire.
The Tang Hou Chi, A. Modern Chinese
Novel.

A Chinese Primer.

The Law of Inheritance.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—

Chinese Marriages.

Studies in Words.

The Educational Curriculum of the
Chinese.Restoration of the Old Sounds of the
Chinese Language.

Notes on Chinese Grammar.

Russian Sinologists.

Asia and China.

The Word "Swallow."

Corrigenda—Chinese Studies and Official
Interpretation in the Colony of Hong-
kong.

—

China Mail Office,

Hongkong, September 1, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—NIMROD, British barque, Capt. Clark.—
Captain.ABERLADY, British barque, Capt. Nicoll
—Jardine, Matheson & Co.

VISCOUNT MACDUFF, British 8-m. sloop, Capt. Wm. Wright—Borneo Co., Limited.

CASTERION, American ship, Captain W. V. Lull—Siemens & Co.

WOODVILLE, British barque, Captain Nansen—Wm. Pustat & Co.

ALPHINGTON, British barque, Captain G. Cunningham—Wieler & Co.

LOUISE, German 3-m. schooner, Captain Schierloch—Eduard Schellhase & Co.

CORINE, British barque, Capt. Robertson—Wieler & Co.

CHINAMAN, British barque, Capt. MacKenzie—Chinese.

ANNIE S. HALL, American bark, Captain C. H. Nelson—Douglas Lopraik & Co.

RAJANATTIANUHAR, British sloop, Captain Hopkins—Yuen Fat Hong.

CINCUNGE, British ship, Captain E. Shrewsbury—Wieler & Co.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I.,
A to K, with Introduction. Royal 8vo.
pp. 202.—By ERNEST JOHN EITEL, Ph.D.
Tubingen.

Price: Two-Dollars and a Half.

To be had from MESSRS LANE, CRAWFORD
& CO., Hongkong and Shanghai; and MESSRS
KELLY & WALSH, Shanghai.

Hongkong, February 6, 1877.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"TIBER".Comdt. DEGRÉ will be despatched for YOKOHAMA
shortly after the arrival of the next French
Mail.H. du POUHEY,
Agent.

Hongkong, September 27, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"A.Y.A."Comdt. HERNANDEZ, will be despatched for SHANGHAI
shortly after her arrival from Europe.H. du POUHEY,
Agent.

Hongkong, September 27, 1877.

NOTICE.

FOR LONDON.

The "A 100 years splendid
British Clipper Ship
"SYDNEY ADMIRAL",A. MILLAR, Commander, will
have quick despatch for the above Port.
For Freight, apply toVOGEL, HAGEDORN & CO.,
Agents.

Hongkong, September 27, 1877.

OCCIDENTAL & ORIENTAL S. S.
COMPANY.

NOTICE.

THE DEPARTURE of the Company's
S. S. "GAELIC" is POSTPONED
until TUESDAY, 2nd Proximo, at 8 P.M.G. E. EMORY,
Agent.

Hongkong, September 27, 1877.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

GERMAN BARQUE METEOR, FROM
HAMBURG.CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for countersignature, and to take
immediate delivery of their Goods.Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.MELCHERS & CO.,
Agents.

Hongkong, September 27, 1877.

THE ROYAL BIJOU VARIETY
TROUPE.WILL PERFORM AT THE
LUSITANO THEATRE,

MONDAY EVENING NEXT.

Full Particulars in future Advertisements.

H. WILSON, Manager.

Hongkong, September 27, 1877.

BANK HOLIDAY.

The following is corrected from the latest
London and Colonial Papers:—VESSELS TO ARRIVE
AT HONGKONG.

When left. Name. From. Remarks.

Feb. 5, Carrizal, Mar.

17. D. McB. Park, Astrea, Cygnus,

22. Billing, Fornita,

24. Rota, Vega, May

5, Staghound, 10, David,

11. Naworth, 12. Chandos,

18. Albre, 15. Sophia,

21. Melusine,

23. Martha Jackson,

27. Kate Carnegie,

30, O. R. Bishop, June

2, Marco Polo, 2, Melbrik,

4, Faugha-Ballaugh, 4, Rhuddlan Castle,

7, Euston Brunton, 15, Elmstone,

LOADING FOR CHINA AND JAPAN FORCE.

At London.—Steamers via Suez Canal.

Rainbow, Glenfinlas,

Fleur Castle, Beaumaris,

Glasnar, Parsee,

Zanzibar.

Charters Effected.

The following charters have been effected
during the last week:—British bark Woodville, 714, hence to
London, private.American ship Henry S. Sanford, 1163,
hence to New York, private.German bark Bertha, 442, hence to
Hamburg, private.British ship Bania, 760, hence to New
York, private.British bark Glamorganshire, 456, New-
chawng to Hongkong, 26 cents per picul,
25 lay days.German bark Malvina, 499, Newchawng
to Hongkong, 27½ cents per picul, 25 lay
days.British bark Georgina, 314, Newchawng
to Whampoa, 30 cents per picul, 23 lay days.British bark Nimrod, 695, Newchawng
to Swatow, 24 cents per picul, 30 lay days.American bark Quicksilver, 828, New-
chawng to Swatow, 22 cents per picul.British bark Merse, 629, Newchawng to
Swatow, 28 cents per picul, 25 lay days.British bark E. M. Young, 345, New-
chawng to Swatow, 28½ cents per picul, 24
lay days.American schooner Anna S. Hall, 455,
Newchawng to Swatow, 28½ cents per picul, 24
lay days.British steamer Pernambuco, 648, Hong-
kong to Saigon, \$1,200 in full.British steamer Penedo, 552, Saigon to
Manila, private.German steamer Cassandra, 923, Swatow
to Singapore, \$8 per head, 10 lay days.British schooner Viscount Macduff, 289,
hence to Phukong and back, \$1,900 in
full, 25 lay days.British bark Anazi, 468, cleared for
Guam.British ship Sydenham, 1063, has taken
the berth for London, rate nominally £2
per 50 feet.British ship Northampton, 1161, has
taken the berth for Southampton, having been
ordered to that Port from home.

SHIPPING.

ARRIVALS.

Sept. 26, 1030 p.m., Meteor, German
barque, 508, R. Dinkelberg, Hamburg May

20, General.—MELCHERS & CO.

Sept. 26, Spartan, British steamer, 987,
J. Cooper, Penang Sept. 18, and Singapore
Sept. 20, General.—JARDINE, MATTHESON & CO.Sept. 26, Fugue, Chinese steamer, 920,
A. Croad, Shanghai Sept. 23, General.—C.
M. S. N. CO.Sept. 27, Ulysses, British steamer, 1560,
Guard, Liverpool July 27, Milford Haven

Aug. 6, via ports of call, and Singapore

Sept. 20, General.—BUTTERFIELD & SWINE.

Sept. 27, Ethio, German barque, 250, C.
Christiansen, Newchawng Sept. 14, Beans

—ARNHOLD, KARBERG & CO.

DEPARTURES.

Sept. 27, Hoi Chong Taching, for a cruise.

27, Maid Marian, for Nagasaki.

27, Rotterdam, for Cape St. James.

27, Antipodes, for Newchawng.

27, Nemo, for Coast Ports.

27, Hwang, for Shanghai.

27, Charlton, for Cocktown.

27, Flodden, for Whampoa.

CLEARED.

Charlotte Andretta, for Hoihow.

Jan. Peter, for Monte Video.

Louis, for Rangoon.

Zamboanga, for Singapore.

ARRIVED.

Per Fugue, from Shanghai, Mr. G.
Holmes, and 120 Chinese.

Per Ulysses, from Liverpool, &c.

For Hongkong, Mrs. Lilley and child, Mrs.
Walker and child, and Miss Rogers, and
564 Chinese; for Shanghai, Miss Eildem

DEPARTED.

Per Nemo, for Coast Ports, 3 European

peasants, and 180 Chinese.

Per Hwang, for Shanghai, 60 Chinese.

Per Charlton, for Cocktown, 7 European

peasants, and 4 Chinese.

TO DEPART.

Per Charlotte Andretta, for Hoihow, 2
Chinese.Per Zamboanga, for Singapore, 871 Chi-
nese.

SHIPPING REPORTS.

The German barque Meteor reports:

From St. Paul's Straits 29 days, having had

nothing but light airs and calms the whole
way.

The British steamer Fugue reports:

wharf, the gate was closed. Four Police boats were surrounding the water front of the steamer. I stationed myself at the main gang-way having with me my interpreter Loo Pang and two Chinese Constables. The four Police boats were manned by Chinese Constables and they cleared all other boats before the steamer arrived. With my interpreter I counted 1,490 passengers coming from the main hatch. They were all Chinese except a few coloured men. After this I went into the lower deck with the Chinese Interpreter, and counted 61 passengers who were waiting to get coolies to carry away their luggage. The total number of passengers counted by myself were 1,521. When I was counting the passengers Mr Da Costa, the Secretary, came to the gang-way and I stopped counting for a moment. He put up his hand at the gang-way and said to the passengers "Man, Man" meaning thereby that they should not come ashore while he would be speaking to me. He then asked me if I had a warrant, and I told him I was on duty. I did not allow any one from the wharf to go on board, except one woman whom I knew to be a passenger who had come ashore and then gone back to fetch her luggage. In counting the passengers, I did not count young children, i.e. children in arms and children up to 4 or 5 years of age. It took me nearly an hour to count this number of passengers.

By Mr Brereton: The steamer is a long and large one. The after part of the vessel for about 50 or 60 feet is open and has railings and stanchions. I believe people can go in from that part to and from the wharf, or from boat, but they must climb up if coming in boats on the off side. I did not go on board as she arrived at the wharf. The steamer came in very slowly within half a mile of the wharf; she slowed down when near the Harbour Master's office, and those on board could probably see persons standing at the further end of the wharf. I was in uniform. If the Captain or any other officer had been looking from the steamer with a telescope, he might have seen me and the Police at the wharf. I have seen on one or two occasions I was at the wharf before, men rushing in to the wharf as the steamer came in. I did not go on board until after I had counted the 1,490 passengers. I have been present at the wharf to see the steamer leave for Canton, but I have never seen the Company taking the precaution of issuing tallies to passengers going on board. I am not on regular duty at the wharf. I had counted about May last the passengers on board the *Kinsman* and the number was under her authorised complement. The Feast of Lanterns ("moon cake festival") took place last week (on the 21st); I do not know as a fact that a great number of Chinese went up to Canton, but I have heard so. I do not know that those who came down last Monday (24th) were those who were returning from their enjoyment. I swear that from the time I sighted the steamer until she came to the wharf that no one had got on board from the main gang-way where I was stationed. No one was allowed to remain on the wharf as the steamer was sighted, except the wharf-cooles with the Company's uniform hats on and two chair-cooles who were standing at the corner of the wharf waiting for their master. When Mr Da Costa came and spoke to me, the conversation did not interfere with my correct counting, though it interrupted me a little.

At this stage Mr Brereton said that with the straightforward evidence of Inspector Grimes before the Court, he would not be compelled to deny that the steamer did not on this occasion carry more passengers than she was entitled to do, but he would show that the Company was in no way at fault in connection with this matter, that it did not evade the law wilfully, and that the greatest precaution had been taken to limit the number of passengers to within the authorised complement.

The Magistrate said that so far they had evidence only of the number of passengers going out at the gang-way he was in charge of Mr Grimes, but he should like to know the number that came out of the one in charge of the Sergeant.

Mr Brereton said he had admitted on behalf of the Company that there was an excessive number carried.

The Magistrate said he must have evidence of the actual number. If Mr Brereton would accept the evidence from Inspector Grimes that the number at the other gang-way had been reported to him at 154, that would be sufficient, but he did not think that a general admission would bind the Company as to the actual number stated to have been carried.

Sergeant Grant, No. 12, was then called. He said he was in charge of the after-gang-way leading from the wharf to the upper deck, and counted 154 passengers coming that way. No one went on board until witness had finished counting. Witness finished counting sooner than Mr Grimes, and then about ten wharf-cooles who had the Company's uniform hats on were allowed on board to carry away the luggage of some European passengers. Witness did not count any children. He did not think any one could have gone on board by the railings. He had once observed the passengers coming from the *Kinsman* and the number he roughly counted to be under 900.

The certificate of measurement of the *Kinsman* was then put in. It shewed that the steamer was authorised only to carry 921 passengers, at the rate of two passengers for every three tons.

Mr Brereton then addressed the Court for the defence. He said this was the first offence which was proved under the Ordinance, and consequently it was not a case where the full penalty should be enforced. The Company to which the steamer belonged was a highly respectable Company, having on its Board a member of the Council which passed this law. That being so, it was not likely that the Company would countenance any wilful breach of the Ordinance. Mr Brereton would also show that every precaution had been taken to prevent a greater number of passengers getting on board, and a system of the issue of tallies to the number of 921 was instituted at the gates to the wharves both at Canton and here, so that no one who was not provided with a tally would be allowed on board. When the full number of 921 was completed, no one could go on board, as there were only 921 tickets provided. As the passengers went on board, a man at the gang-way examined, to see each person going on board had a ticket, and after the steamer had got under way the purser went round and collected the tickets from the passengers. Mr Brereton thought this was a more efficacious way as a check to prevent an indulgence, and at Canton, the gate to the wharf was very strictly

an hour and a quarter before the steamer left. It was usually closed at 7.45 a.m. in order to prevent the Chinese from pressing on board. But they nevertheless got on board by climbing over the sides of the vessel from boats, as well as from the wharf access to which they obtained by means of boats, and as the Chinese were adepts in climbing, and as there was a large space at the aft part of the vessel by which they could climb over, many always got on board in this way. They did so on ordinary occasions, but on the occasion in question, it happened to be about a Chinese Festival time, the Feast of the Lanterns or feast of the moon, a large number of Chinese went up to Canton to enjoy it. The 24th was 1,633, exclusive of 6 European passengers, according to the account rendered by the purser. The large number of passengers on this occasion was caused by a large number of Chinese going and returning from Canton on account of the Festival. The fares for Chinese passengers were 10 cents for the main deck, and 50 cents upper deck. The average number of passengers prior to within a few weeks of the Festival was below 900. The excess on this occasion was therefore entirely exceptional. The *Kinsman* has three decks, and if all space was cleared, i.e. without taking cargo on the main deck, she could carry 1,800 without over-crowding.

By the Magistrate.—The average from the 5th to the 24th would be over a thousand.

By Capt. Creagh:—The Directors did not give any written orders about the number of passengers to be taken. Did not remember the date the verbal order was given. Since the 8th almost every day there was an excess of passengers carried: about 1,000.

Mr Brereton again urged that there was no wilful breach and that it was not for gain that the excessive passengers were carried. There was one very important point he should like his Worship to remember, and it was that the vessel had died of this disease. Not to speak, however, of these remote events which cannot be verified, it is certain that a considerable number of people have been attacked within the past three days, and some have died. A very general alarm prevails, and charms of all sorts are posted over the door. Sundry prescriptions are pasted on the walls, the variety of treatment recommended in very nearly as great as that which obtains in western medical practice, under the same circumstances. Acupuncture is recommended by some, but forbidden by others, and amid many wild theories, there appears to be a general agreement that cucumbers and water-melons in overdoses—say more than half a dozen in a day—are contra-indicated, while giving an occasional hint to your London "organ" (or bairigree). How far each and all of these guesses are incorrect you are best qualified to judge. So now to my usual modicum of *News* (italics, please).

The Magistrate said he understood the argument of Mr Brereton to be that although there was an excess, the violation was not intentional, nor that it was a habitual occurrence, and that every precaution had been taken. If a Magistrate saying a case like this would not be over-crowding. He submitted, finally, that this was an exceptional occasion arising solely from the festival, and as it would be the first conviction, he hoped his Worship would inflict a nominal fine. He must, however, observe that this was an extraordinary Ordinance both as regards its penal clauses and the mode by which the number of passengers allowed was arrived at. He thought the tonnage of a vessel was not the proper method of measuring the passengers she could carry, and the criterion of judging a vessel's passenger capacity by this means was no more correct than by the colour of the hair of the captain or by the length of the mast. The calculation of two passengers for every three tons was most absurd; it depended entirely on the construction of the vessel. A very large vessel owing to her construction might be only able to carry 500 passengers while a much smaller one could carry a much larger number. He considered the Ordinance absurd, and steps were being taken to have it repealed, but that would take some time. However, his Worship had nothing to do with the absurdity of the law; he was here to administer it, but he would urge it on him that there was no intention whatever on the part of the Directors or the Company to infringe the law, and he would assure his Worship that such measures would be taken as that no similar occurrence would happen again.

The Magistrate remarked that Mr Brereton had observed that there was no necessity for severity; he was prepared with evidence to support the ground he had taken?

Mr Brereton replied that he was, and he would also urge that this was the first conviction proved in this Court.

The Magistrate remarked that it had been said that this occasion was an exceptional one, and asked if Mr Brereton was prepared to produce the returns of passengers, which he presumed must have been furnished by the Purser to the Secretary as a matter of office routine, shewing the numbers of passengers within the last few months. That would be the best evidence to prove that this was an exceptional occurrence.

Mr Brereton said he believed he could,

but he was informed that the daily average within the last three months was below the authorized complement, except within a few days of the festival, and on the day in question the number of passengers returned to the Secretary, calculated from the amount of money received, was only 1,633.

Witnesses were then called for the defence.

Mr B. I. d'Aquino, assistant purser on board the *Kinsman*, was examined. He was acting as such on the 24th. The *Kinsman* is authorised to carry 921 passengers. Bamboo tallies were given to each passenger at the gate, and no one would be admitted without a ticket. Each passenger must produce his tally at the gang-way. There were 921 tickets, and if more passengers presented themselves at the legitimate entrance they would not be allowed on board. The Company issued 821 tickets to passengers at Canton and 100 at Whampoa. Witness had often stopped excessive passengers himself. It frequently occurred that there were less passengers than 921. In Hongkong he had often called the assistance of the Police to prevent the men going on board beyond the authorised number. The Company had given an order to allow no more on board than 921 passengers. At a meeting of the Hankow Race Club on Saturday, a programme was passed for the Autumn meeting to be held on the 6th and 7th of November. The course will be open for training on the 13th September.

Mr M. S. Sheldene arrived from Iohang on Sunday morning the 9th. She touched several times on her way down. The *Ta* left for Iohang on the 8th and has just returned. She was only able to get as far as Sunday Island, where the water was too shallow for her to pass. It is rumoured that the C. M. S. N. Co. are to be subordinated by the government for running a steamer, regularly, between this port and Iohang. A hulk, destined for the latter place was towed up here by the *Kiang-nan*, but it seems doubtful whether she will reach the river口.

The Magistrate said probably it would not be.

China.

12th August, 1877.

At a meeting of the Hankow Race Club on Saturday, a programme was passed for the Autumn meeting to be held on the 6th and 7th of November. The course will be open for training on the 13th September.

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A hulk, destined for the latter place was towed up here by the *Kiang-nan*, but it seems doubtful whether she will reach the river口.

Weng, the Governor of Hupeh, died suddenly at Wuchang on the 6th instant. It is said that apoplexy was the cause of his death. —*Shanghai Courier*.

10th Sept., 1877.

Last Saturday evening at a late hour we were called away by a case of opium poisoning. Such calls have been quite numerous for some time, but in this case the patient's wife had also attempted to commit suicide. After we had cared for the husband and were about to leave we asked if we could give a person whose throat had been cut. We at once asked to see the patient and

were led into another apartment, where a young woman was lying covered with blood.

The moment she saw us she became almost frantic, but on being addressed in her own tongue she became calmer and begged us to save her husband. We said he was already cured. "You are Buddha," she exclaimed. "We have her quiet and we would care for her. After leading her husband into her presence she was persuaded to permit us to dress the wound, which though severe need not be fatal. She was decidedly better to-day. Her brother who is a Buddhist priest had been summoned when we first called, but we did not learn that he had any prayers for his half-distracted sister. He seemed more like an image than a conscious man, though he recovered from his fear enough to thank us with apparent sincerity when we were leaving. —*Shanghai Courier*.

have been welcome. The American Secretary of Legation declared that he was merely holding a private enquiry and had no power to act judicially, hence it would have been useless for Counsel to appear. As to a re-examination of Porter, proposed by the Secretary, I understand that it was declined by the Authorities of Foochow on the sensible grounds that Mr Holcombe, though specially sent down by the American Minister, was not vested with judicial powers, and that the only officer who could legally try Porter would be Mr Connel De Lano, who was himself closely interested in the case.

Singapore.

(From an Occasional Correspondent.)

Sept. 14, 1877.

I have been highly amused of late at the attempts made to discover my identity. Several people persist in thinking that our new A. P. C., or duplicate Chinese wet-nurse, in the man, people forgetting that though he may know "an awful deal" he has not yet been long enough in Singapore to know much about local questions. Another party identify me with the sprightly and s— (say sarcastic) *MEMO* of our local blanket: while others again refer my personality to that of a well-known leading merchant whose interest in Chinese affairs equally equals his thorough acquaintance with Malye. Fourthly, a well-known lawyer or lawyer's deputy is supposed to enlighten Hongkong and amuse Singapore, while giving an occasional hint to your London "organ" (or bairigree). How far each and all of these guesses are incorrect you are best qualified to judge. So now to my usual modicum of *News* (italics, please).

Let me see. Subject one: bribery and corruption. It does exist here, but who are the guilty parties? It is an extraordinary fact, but not less true that, while everybody decries that bribes are habitually taken by people attached to the Police, Colonial Secretariat, Pu-lie Works department, Chinese Office, &c., &c., no one ever ventures to "mention names." Some declare that the upas-like habit-poisoning as it does the well of justice extends to those high in the service;—it would in my case I know, if I had the happiness to be a Government ornament; while a more modest estimate places the upward limit of the evil at a lower level. In any case I can allege from personal knowledge that bribery is an every-day matter in Singapore from the lowest mala-mata to the highest—(better not say what, perhaps). I hear that the Government is going to take stringent measures to put a stop to this sort of thing, and that mines are being laid in all directions which some fine day will be blown up with alarming effects. Just fancy what the result will be of suspending some 200 police, half-a-dozen Government clerks, no end of poons, &c., &c. No suspicion of what under the highest legal advice is being done has as yet been excited: but there will be "wigs on the green" when the explosion takes place. We have nicknamed the prime mover in this conspiracy "the torpedo." A Chief Justice at least ought to be his reward, if all works well and the dynamite goes off at the right moment. Seriously, however, I understand that something grave in this direction is on the tap, and that there will be "wailing in Bethlehem" before long. May I be there to see, when the crying begins.

And this reminds me that our Police force here is a disgrace to the Colony—physically, I mean—to say nothing of its being about one half the necessary strength. The men are undersized and deficient in "go," while to police an area of 60 square miles (of which 6 are town) there are only some 400 men, all told. Naturally enough such a state of affairs provokes riots, especially on the part of your cheerful expatriates from Hongkong, who appear to be the most turbulent set of savages ever let loose on an unoffending community. How do you manage to keep them in order up your way?

Apropos of this do you find native interpreters trustworthy? My opinion leads me occasionally into contact with that class of gentry, and I must say that though I can't bowl them out I suspect a good deal. But what can you expect of a Government that is trying to govern an alien population (who don't speak our language, mind you) of some 100,000 and odd men without a single European official who can speak their language. I believe that the "Protectors" have something to do with the secret Societies, but what we want here are men on the bench, men in the Government offices and men in the police who can talk to a Chinaman in his native language. I hear queer stories of the retaliations perpetrated on Chinese. Again, I ask, how do you manage up at Hongkong? Does the Chinese Consul interfere with or for his countrymen?

Well the mail is closing, so I must follow suit. In my next I'll let you into some secrets as to the way things are managed in the — office — department and —. Meanwhile I hope this will reach you. In our admirably managed Post office I always feel that it is odds to evens whether a letter will be lost in transit or not.

The Straits.

(*Straits Times*.)

We regret to have to record a distressing accident which occurred last night in the Hamburg Hotel. It appears that about 11 o'clock, Mr Neumann, the proprietor, was started by hearing screams from his niece's bedroom, and on going to her assistance, he found her dress was in flames, which, after some trouble, he succeeded in putting out. On examination, however, it was found that the lady, Miss Lutze, was very severely burnt, and Mr Neumann had her removed to the Sepoy Lines Hospital, where she died this morning at 8 o'clock. It is not known precisely how the dress was taken fire, but as there was a paraffin lamp alight in the room at the time, it is probable it first caught the sleeve, and Miss Lutze, in her fright, may have fanned the flames by rushing about.

The following intelligence is translated from the *Java Times* dated the 10th inst.:

Captain Robertson, of the British barque *Dormouse*, bound from Cardiff to Hongkong, which passed Anjer to-day, requests that it be reported to Cloyd, that on the 23rd August last, in 42° S. & 28° E. he spoke the British ship *Duchess of York*, 1,600 tons burthen, from London to Melbourne, under shortened sail, having rigging, tackle, &c., overboard, and the hull damaged on the starboard side. She showed blue lights at daybreak, which were answered in like manner. The captain of the *Duchess* rejected every offer of assistance and requested it to be reported that "everything was in order." —*Java Bode*, 6th Sept.

"From Padang we have thankfully received the following letter.

I hasten to furnish you with news from Samalangan which is perhaps not known to you, and has reached me by letter. People there have been terribly on the stretch. Several chief officers have been wounded. Our troops had a strong fort before them, and just when this was found out, the enemy attacked us vigorously in the rear.

For a moment the troops wavered. Matters were in such a critical state that the coolies and convicts were armed with the muzzles of the fallen and the sick; they bravely fought along with the troops. It is to be hoped that these men will obtain pardon.

Colonel Van der Heijden ordered an assault, but the troops hesitated as to the advance. At that time the Colonel, when directing the artillery for which purpose he had dismounted from his horse, was struck by a fragment of metal in the left eye. His eye is gone. Notwithstanding this, the brave man did not forget his duty for a moment. He cast one look at the hesitating troops, and severely wounded as he is, he mounts his horse again, has the assault made, and to set the example gallops himself towards the fort with his one eye. Deafening hurrahs followed. The troops were inspired and the fort became ours, and in time too, for there was hot work in our rear; not till then did the active Colonel allow himself to be looked to. As I have already stated he has lost one eye, but is out of danger of his life." —*Bat. Handelsblad*, 10th Sept.

Atchon, Aug. 29.—At Samalangan there has been hard fighting of late. Two forts and two fortified houses were taken. Yesterday, our troops were before a main fort and were heavily fired upon by the enemy. The Colonel was wounded but remained with the column. All at once he ordered the assault to be sounded and, himself riding in front, the troops stormed the fort at a run. A panic terror had laid hold of the enemy, and not one could save himself by flight, all of them being killed or made prisoners. The number of the enemy's dead and wounded is not stated, but it must have been considerable, if it be taken into account that we had 2 officers and 10 privates killed, while 5 officers and 50 privates were wounded. Amongst the wounded officers is Major Palmer of the British service. To-day the white flag is flying everywhere in Samalangan, and the Samalanganers wish now to treat. We hope that Colonel Van der Heijden will lend no ears to it, but we have no fear of that.

The present commanding officer is not a person who, telescope in hand, observes from shipboard the operations of our troops ashore; no, he is not afraid of the enemy's bullets: he goes in front of the troops and shows them the way. From Great Abesen there is little or almost no news. Here and there a couple of marauders are noticed, and then it ends. The state of health is in general very good. At Chade and other outposts on the E line, there are complaints of marsh fevers. Everywhere fine wide roads have been made to connect the outposts with one another." —*Idem*.

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Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOATS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 29th September, 1877, at Noon, the Company's S. S. SINDH, Commandant NOMDEDEU, with MAILED, PASSENGERS, REFRIGERATED, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th September, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,
Agent,
Hongkong, September 20, 1877.

Occidental & Oriental Steamship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "CALEO" will be despatched for San Francisco via Yokohama, on TUESDAY, the 2nd Proximo, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets, available for 6 months and issued at a reduction of 20 per cent on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent.

Hongkong, September 27, 1877.



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, via Bombay, ALSO,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship K H IVA, Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

TEA and GENERAL CARGO for LONDON will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and valuables will be transferred to the Calcutta Steamers of Galle.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, September 24, 1877.

U. S. MAIL LINE.

PACIFIC MAIL SHIPMENT COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on the 18th, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mts. Blah S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., Parcel Packages will be received at this office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 5, Praya Central.

RUSSELL & CO., Agents.

Hongkong, September 24, 1877.

Intimations.

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya Wan.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

K WONG HING CHEUNG & CO., GOAL MERCHANTS.

Have always on hand for Sale every description of GOAL at Moderate Prices.

Mr. AH YON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAY JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

INSURANCES.

THE NORTH-CHINA INSURANCE CO.
SUBSCRIBED CAPITAL—Tails Two Million, in 1,000 shares of Tails 2,000 each.

PAID UP CAPITAL—Tails Six Hundred Thousand, or Tails 600 per share.

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BRANCHES—LONDON (26, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES—At the principal ports in the East and Australian Colonies.

Hongkong, January 4, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Selangor and Penang.

Rates accepted, and Policies of Insurance granted at the rates of Premiums current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. R. COUGHTRE, Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLION POUNDS.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Masted, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNOLD, KARBERG & CO.

Agents Hongkong & Overseas.

Hongkong, January 4, 1877.

SINGAPORE VESSELS.

ABEL ABBOT, Captain.

ABERDEEN, Ship, 300 tons.

ALBAY, Ship, 300 tons.

BURMESE, Ship, 300 tons.

CASSANDRA, Ship, 300 tons.

CHARLTON, Ship, 300 tons.

FAMA, Ship, 300 tons.

FUYEW, Ship, 300 tons.

GALIC, Ship, 300 tons.

HOWSANG, Ship, 300 tons.

MALACCA, Ship, 300 tons.

NAMO, Ship, 300 tons.

PENEDO, Ship, 300 tons.

PERNAMBUCO, Ship, 300 tons.

RAJAHANTHAR, Ship, 300 tons.

SEA GULL, Ship, 300 tons.

SINDH, Ship, 300 tons.

SPARTAN, Ship, 300 tons.

TAIWAN, Ship, 300 tons.

TIBRE, Ship, 300 tons.

ULYSSES, Ship, 300 tons.

W. COLES DE VRIES, Ship, 300 tons.

YOTTING, Ship, 300 tons.

ZAMBOANGA, Ship, 300 tons.

CHASE, Ship, 300 tons.

CHILOE, Ship, 300 tons.

COAST, Ship, 300 tons.